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relinquish all local attachments and resentments, connected with state politics, and with a single view to the general good, again place Mr. King in a situation where he is so eminently fitted to do honour to his own state, and promote the best interest of the Union. Meantime it is perhaps necessary to correct ourselves, while we say, that the important question which we have been treating is again before Congress. Before the pages shall appear in public in which we have taken the liberty to enter our humble and as we trust, dispassionate protest against the extension of slavery over the continent of America, the sentence will perhaps have been passed, and the fate of millions of fellow men, it may be the future fortunes of this great republic will have been decided. When we think of these momentous consequences, we feel a solemnity of mind, before which all party questions, all the sophistry which lively talents can enlist in any cause, sink into the dust: and if it be not too late we would even now most earnestly implore heaven to send that same solemnity into the minds of all, whose voices are to settle this mighty question. It is with the most unaffected earnestness that we declare our opinion, that the day on which the Missouri question is decided in Congress, will be the most eventful day in our history.

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**ART. IX.**—*A memoir on the Commerce and Navigation of the Black Sea, and the trade and maritime geography of Turkey and Egypt, in two volumes, illustrated with charts. By Henry A. S. Dearborn. Boston, Wells & Lilly, 1819.*

It is not easy to present in a few pages, any satisfactory view of the numerous and diverse subjects comprehended in Mr. Dearborn's work. To attempt a formal analysis of the whole, would be little more than making out a catalogue of names. We shall not, therefore, follow him through his wide range of geographical and historical inquiries, to ascertain whether he has correctly stated the dimensions of islands, size of towns, names of ancient monuments, and records of celebrated events, or given true descriptions of national manners and character. All these topics are introduced as auxiliary to the main subject, viz. the trade of the Levant and the Euxine, and to this we shall mostly direct our attention.

Mr. Dearborn informs us in the preface, that his curiosity in regard to this commerce, was awakened by a conversation some ten years ago, with Commodore Bainbridge, who, having been sent by our government in 1800, as commander of the frigate *George Washington*, with the annual tribute we then paid the Dey of Algiers, was required by the Dey to carry his ambassador, and the tribute which he in his turn paid, to Constantinople. To this the commodore consented, as his refusal would have been followed by the capture of the *George Washington*, then lying under the batteries of Algiers, the consequent slavery of his officers and crew, and the loss of a great part of our merchant vessels, that were then securely navigating the Mediterranean. In submitting to this order, the officers of the ship could not but feel their national pride offended, and for once experienced the resentment, and sense of indignity to which a subject of the Turkish government must often be provoked. But in respect to our government and nation, it was a matter of no great importance, for all the governments of the civilized world, at that time, permitted the states of Barbary to insult them more or less, justly judging that in dealing with a nation, toward whom no point of honour was felt, the only questions to be asked were, what policy is cheapest and safest, and will not the cause of humanity suffer more in the course of a war, with a barbarous and merciless foe, than it can possibly gain by the successful event of such war. It is true the great maritime powers have for some time past pursued with perfect success a very different policy; but the falling in with the old policy while it prevailed, certainly reflected nothing but credit on Commodore Bainbridge's prudence. As we, among many, paid tribute to the Dey of Algiers, the conveying his ambassador to Constantinople was, at the worst, but an additional act of submission, or rather it was a compliance on our part with the policy or negligent magnanimity, which then and long before governed the conduct of the powerful kingdoms of Europe towards the African pirates.

On the arrival of our frigate at Constantinople, it excited great curiosity in the officers of the Porte, who inquired to what nation the vessel belonged. On being told that it was a vessel belonging to the United States, they professed never to have heard of any such country, and asked if it was not the same they had heard of under the name of the *New World*,

and being informed that it was, they appeared to be very much gratified with the visit. The Capudan Pacha, whose barbarous title, half Italian and half Turkish, is synonymous to chief admiral, took the *George Washington* under his special protection, treated Capt. Bainbridge with much civility, and expressed to him the desire of the Grand Seignor, that we should send an ambassador to Constantinople, and open a commercial intercourse with Turkey. It was the intention of our government to send Mr. William Smith, then our minister in Portugal, as ambassador to the Porte. But the convulsed state of Europe, Mr. Dearborn says, prevented the execution of this design.

In 1810 two vessels from Salem, one from Boston, and another from Baltimore, entered the port of Constantinople. Two of them were destined for Odessa, the principal Russian port on the Black Sea, but were compelled to unlade at Constantinople and pay double duties on their cargoes, and through the influence of Mr. Adair, the British ambassador, were refused permission to proceed on their voyage. An order of the Turkish government was immediately issued, that no more American vessels should pass the Dardanelles. Mr. Charles W. Greene, supercargo of one of these vessels, the *Calumet* of Boston, had the address to obtain permission to proceed on his voyage; Mr. Adair again interposing, the order was countermanded, with a capriciousness characteristic of the Turkish, as of all barbarous despotisms; the *Calumet*, however, had already departed, and she finally arrived at Odessa. The result of these experiments was such as to prevent their repetition. Such is the history of our trade to the Black Sea.

In regard to an embassy, Mr. Dearborn remarks, that ‘a diplomatic mission to the Ottoman Porte would not now be regarded with jealousy or excite animosity’ on the part of European sovereigns. We think he gives those sovereigns too much credit for a liberal disposition. We have it from the highest authority, that a proposal was not long since made to the Turkish government, by the Russian minister at Constantinople, that an ambassador from the United States to the Sublime Porte should be received, and that the navigation of the Black Sea should be granted to the Americans. This proposal, though made under the mediation of that power which the Turks perhaps most fear, was rejected. Now

when we consider that the Turkish government has always expressed a strong desire for commercial and diplomatic relations with the United States ; when we call to mind that it is a notorious trait in the character of the Turkish government to encourage missions to its residence, considering them as so many testimonies from foreign nations, to the supremacy of the Sublime Porte ; when we add that there is no possible interest opposed to a commercial and friendly connexion between Turkey and America, on the side of either party, and when we finally recal the unfriendly interference of Mr. Adair in the affairs of the American vessels mentioned above, we feel not the least doubt that the proposal of the Russian minister was rejected under the influence of the British embassy. We do not mention these facts as particularly creditable to Russia, or unbecoming in England. It is the interest of Russia to bring customers to Odessa ; it is the interest of England to engross that market of produce, and to supply that market of demand herself. There is no friendship in trade and no magnanimity between nations. We have been informed also, that there has lately been at Constantinople, a gentleman, professing to have some commission from our government, but of the character of this commission, or the fact whether there were any, we are not well assured. This is all we have been able to learn of our present political relations with Turkey, and the prospects of our trade within the Dardanelles.

The principal ports beyond the Dardanelles are Constantinople, at the entrance of the Black Sea, Odessa, on the western shore, and Tayannog, at the north eastern extremity, in the sea of Azof. The situation of Sinope, about midway of the southern coast, with a fertile territory in the interior, and an easy communication with Persia, seems to point it out as a place of extensive business ; but its trade is, in fact, small, consisting mostly of supplies for the market of Constantinople and an exchange of fruits, wines, and raw silk, for Russian goods from the opposite coast. It is more remarkable for its decaying fort, and towers, and walls, and as having been the birth place of Diogenes, and the capital of Pontus under Mithridates, than as being, at present, a place for much profitable buying and selling. Constantinople, too, is a city more interesting to the historian and traveller, than to the navigator and merchant. It is more distinguished for its

market of Circassian slaves, and of all the offices of the Turkish empire, which the Grand Signor sells to the highest bidder, than for any other commerce; as it supplies no exports of any importance, and its imports are mostly of articles for the consumption of its own inhabitants. There is no port of the Turkish empire beyond the Dardanelles, from a trade of which we could form any great expectations, and we now enjoy almost all the advantages of the trade of Turkey, by the admission of our vessels at Smyrna, which is at present the great mart of that trade, and is likely so to continue. The Levant, where commerce began, seems to be still its favourite resort, and the revolutions of many centuries have only, at different periods, augmented or depressed it, and turned it from one to another of the neighbouring channels, without ever having wholly diverted it from this coast. Leghorn has flourished, at the expense of Venice, and Trieste is flourishing, at the expense of Leghorn, but nothing has happened, and nothing perhaps can happen, to carry a very active commerce with Turkey into the Black Sea.

It appears, therefore, that the gaining a footing at Constantinople, would not give any greater facility or extent to our direct trade with the Turks, or our circuitous commercial operations between the Turkish and other ports of the Mediterranean, and those on the western coast of Europe, since the negotiations between them are made mostly at Smyrna.

The inquiry then occurs, whether a free passage of the Dardanelles would give us a more extensive trade with Russia, and it seems to us there are good reasons for the opinion that it might, though to what degree cannot easily be estimated before hand, on account of the multiplicity and uncertainty of the influences to which almost every species of commerce is liable. The active and increasing commerce between Turkey and Russia, on the Black Sea, has a tendency to produce stable commercial relations between the different ports, and give a facility of exchange and circuitous negotiations. This would afford our merchants the means of combining a shipment for Turkey and another from Russia, or *vice versa*, in the same voyage, and it might often happen, that neither the exportation, nor the importation, could be made without this advantage. The slightest reflection, or the least knowledge of our European trade, will make it obvious to any one, that

by means of the commercial relations subsisting between two foreign nations, we may be sometimes able to continue and extend our trade with both, when without their help it might not be practicable to carry on trade with either. The English navigation act had a great effect in promoting their commerce, by depriving other nations of this advantage.

Another advantage might follow from our admission into the Black Sea analogous to the one already mentioned, as it might possibly put the direct trade between Turkey and Russia, more or less, into our hands. We would not be understood to expect that any shipping of the United States would be exclusively engaged in the carrying trade between the opposite shores of the Black Sea, but there would be nothing to prevent our connecting such voyages with others more distant. Though this view of the subject may at first seem to be of very little importance, we cannot but consider it entitled to some consideration. This trade is now carried on almost exclusively by Greeks, who are regarded by the Turks as a sort of foreigners, and are so far from enjoying any commercial privileges, that it is usual for Greek vessels in sailing from port to port in Turkey, to purchase and sail under a foreign flag. The Greeks, therefore, would not be dangerous competitors to us in this trade.

The state of the world, and the tendency of those habits of thinking, which are now so rapidly strengthening and spreading themselves, make it probable that the Ottoman government will gradually learn its interest in respecting the persons and property of its subjects, and introducing principles of administration, that may excite the torpid faculties of its people. The processes of production and consumption may hereafter be as rapid, and cause as quick a circulation of property, in Asia Minor, as they now do in the most civilized nations of Europe. On the other hand, it is possible no such thing may ever happen, and the Turks of the next age may be the worthy descendants of their ancestors of the present. However this may be, the commerce, of which we are speaking, being already very considerable, will most probably be more or less increased, and other nations have the greater interest in its increase, since the Turks have not much commercial jealousy, and foreigners will profit by it, in proportion to their skill in navigation and the extent of their commercial relations, and their habits of trade with the Turks. It is then

important to take the earliest opportunity for forming these habits, as much from a regard to their future effect, as to their immediate utility.

Yet if Mr. Rördansz is to be relied upon, the throwing open of this trade would be no benefit to our merchants, since they would find in its present possessors, competitors too formidable to be contended with.

‘The whole of this trade,’ he says,\* ‘is in the hands of the Greeks, on account of the extraordinary assiduity, economy and personal attendance to their business, which no foreigner can equal, and which never cease, even during the time that Constantinople is infected by the plague, which drives every foreigner to seek refuge in the country. The imports from Russia being subject to retail, their advantage is evident. All foreigners are burthened by brokers, attached solely to one house, who receive full five per cent. brokerage, between the buyer and seller. The Greek saves that charge and at most pays a half per cent. The foreigner receives his information from his broker, who is a Jew, respecting the markets; the Greek attends to it himself. The Greek houses generally consist of two or more partners; and in their export trade, one of them is sent to the islands to provide the wine, oil, soap, silks, &c. with an allowance of a few pence per day for his nourishment. The advantage does not solely rest on the trifling charge, but mostly in the advantage of purchasing in person, and suffering no deceit in weight or measure. What is advanced relating to the advantages of those people, is manifested by their possessing, exclusively, every trade open to them. The adventures which they make to Russia are accompanied by a partner, as supercargo, who sells and provides the returns. The trade between Germany, Holland, and Italy with Turkey, is immense; and yet not one native house of any of those countries exists, either at Constantinople or any one of the cities in Turkey excepting Aleppo.’

From the statements of gentlemen recently returned from Turkey, we are induced to think that Mr. Rördansz is mistaken as to there being no establishments of Germans, Dutch, or Italians, in that country. There certainly are houses of each of these nations at Smyrna, and of some of them at least at Constantinople.

The advantage enjoyed by the Greeks in this trade results

\* Rördansz’s *Complete Mercantile Guide*, p. 545 of the edition recently published by Cummings & Hilliard, Boston.



greatly from its being conducted so much in detail, and it will be less when the business is increased and commercial connexions are extended. And then, as to the skill and economy of the Greeks, they are known to be out done by their fellow subjects the Armenians, and we should not despair of the success of some of our own traders, if they could be admitted to a fair competition in the business, even as it is now conducted. But the difference of language renders such a competition impossible, and we cannot but think that the Greeks have a much greater superiority in a knowledge of the language and habits of the people with whom they trade, than in their skill and application. It happens here, as in all parts of the world, that the business which is very much divided, and requires a concern with many persons to transact to any considerable amount, is in the hands of the natives. The trade between Turkey and Russia resembles our coasting trade, there being generally very many shippers, to make up even a small cargo; and as much of the trade as shall continue to be conducted in this manner will remain in the hands of the native merchants. But an increase of mutual productions and consumption, the accumulation of capitals, and an augmentation of their markets may introduce a trade in which foreigners can directly participate.

The advantages mentioned as being the possible result of giving our shipping a free passage into the Black Sea, are obviously precarious, requiring the concurrence of many uncertain causes. They depend in the first place on our trade at the Russian ports, which would be confined to Odessa, since Tayannog lies towards the northern part of the sea of Azof, which is navigable for only four or five months of the year, on account of the ice; and only to vessels not exceeding one hundred and fifty tons burthen, on account of its shallowness.

It is now but twenty four years since the building of Odessa was commenced, and though its growth was checked rather than promoted, during the short reign of Paul, yet Mr. Dearborn states the population in 1811 to have been twenty five thousand, and that it is probably increased to forty thousand since that time. It possesses an important advantage over all the other Russian ports of the Black Sea, inasmuch as its harbour is never obstructed by ice. The Russian government has studiously promoted its growth by con-

structing a harbour, ware-houses, and roads, and making it a place of entrepot, and the channel of a transit trade to Germany and Poland, and conferring commercial privileges upon its inhabitants. It is already opened, or soon will be, as a free port for all articles except brandy and spirits, and these are to be admitted in 1821. Its communication with Moscow and even Siberia, is represented to be as direct and easy as that of St. Petersburg, and through the channels of the Don, the Dneiper, the Dniester, and the Danube, and the extensive roads and canals already constructed and hereafter to be commenced, there will be a confluence at Odessa, of all the products of the soil and of the arts, from the interior and southern parts of Russia, from Moldavia, Wallachia, Hungary, Poland, and Germany. In return will be distributed from Odessa, through the same channels over these wide regions, all the luxuries of the warmer climates, and all the manufactures of more refined or more skilful nations. The tide of commerce already sets in these directions, and when it is considered that the sources supplying it are inexhaustible, and that new wants and new resources mutually produce and supply each other, it is not possible to assign the limits of its future increase.

It cannot then be a matter of indifference to the United States, whether or not our merchants and ship-owners are admitted to this commerce. It may be said that every article which we can buy or sell in the Black Sea, may be procured or disposed of in the Baltic. Admitting this to be true, as it is in fact for the most part, still trade can be more profitably and more extensively carried on at a great, than at a small market, and at two markets, than at one. Besides, some articles are to be obtained on better terms in the ports of the Black Sea, than in those of the Baltic, for the obvious reason that their transportation is less expensive; and again, if Odessa becomes a place of more extensive business than any on the Baltic, of which there is the greatest probability, there will be a proportionably greater security against delay in making sales and purchases.

Odessa is at a greater distance from us than St. Petersburg; but so is Archangel. yet this does not prevent the trade of the latter from being of more or less importance to us. The comparative length of the voyages to the Black Sea is much more against the trade of England, than that of

the United States. But that this obstacle is very small, appears from the fact, that of eight hundred and forty six vessels, entered at Odessa in 1817, two hundred and fifty eight were English, making about four thirteenths of the whole in number, and probably a much greater proportion in tonnage. The entry of so much shipping indicates that Odessa offers great advantages as a place of trade from England, though the voyages are longer and the insurance, no doubt, higher than to the ports of the Baltic, and there is often a great delay in passing through the straits, where the winds for six months in the year set with the current, out of the Black Sea.

Insurance on European vessels between Odessa and Constantinople, is from two to three per cent. From the United States to Smyrna it is less than to the ports of the Baltic, but to Odessa would probably be more, in general, by one or two per cent.

We make little account of the terrors of navigation in the Black Sea. Were but few vessels to pass the Orkneys or Cape Hatteras, we should have pictures of their dangers that would make the boldest mariner afraid. But as these dangers have become more known, they are less regarded, and if our vessels shall at any time be permitted to pass the Dardanelles, a hope of profits and wages will soon induce our merchants to risk their property, and our navigators their lives on the Black Sea. We would not however be understood to imply that the navigation of this sea is easy and safe; the violence of storms, the fogs and currents, and worst of all, the want of land marks on the coast, make it difficult and in a degree hazardous, as appears in some measure in Mr. Dearborn's account of it, and still more fully from the journal of a voyage from Odessa to Constantinople in the first volume of Clarke's Travels. The great number of vessels continually navigated there, not by Turks only, whose resignation to fate makes them regardless of perils, but also by Greeks and subjects of most of the European states, shows that the danger has no effect in deterring people from the experiment. The rate of insurance shows also, that the risk is not supposed to be exceedingly great. It is much higher in proportion, between Constantinople and Tayannog, being from eight to twelve per cent. but then it is upon Greek ships.

It appears to us then that the commerce of our country

might be benefited by extending it to Odessa, and consequently, that the government should continue to take measures for this purpose. Here is a great and rapidly increasing trade, and nothing seems to prevent our merchants from participating in it, though no exact estimation can be made of its immediate profits or future prospects. In this, as in most other enterprises, it is doubtful whether the first adventures be successful, and as to the future the shifting winds of fashion and opposing currents of foreign competition and commercial regulations render calculations concerning the course, which commerce may take, liable to great uncertainty. In some few cases, it might be confidently decided before hand, that a particular trade would, or would not be worth pursuing. But in general the advantages and disadvantages can be satisfactorily determined, only by the close and sharp sighted calculations of ship-owners and shippers at the time of making the experiment; and the government discharges its just functions by giving those calculations the freest and widest range that is possible. Were we a secluded nation like the Chinese, with few exterior connexions, and knowing and caring little except for the world within ourselves, and having a fixed order of society and unchanging habits, we might perhaps question the expediency of troubling this routine of contented existence, with the agitations incident to foreign competitions. But we have no longer a choice between this inglorious quietude, and the struggles of the great theatre of riches, and civilization, and glory. We have already formed very intimate connexions, both political and commercial, with almost all foreign nations. We do not appear as the favoured and protected dependant of one or another of them, but assert a perfect equality, and this it behoves us now to maintain, as well in contests of policy as in those of violence. The world is generally slow to admit new claims, even though they are just; but interest, a sense of right, or liberal way of thinking, generally secure to them in the end their just weight. We have gone on for half a century, disengaging ourselves from one incumbrance after another, and advancing with increasing facility and power, till now we have but little more to do than support our pretensions against our competitors upon pretty fair and equal terms. Great Britain and France have put themselves in our way more than any other nations, but then each of them has

sometimes been ready to help us against the other, and other nations have not unfrequently been disposed to promote our views in opposition to them both. In the case in question, while England orders its ambassador to guard the Black Sea against our approach, Russia favours our admission, and the Porte wishes for it. This proceeding on the part of England is too consistent with the policy which she has very much pursued, of inducing her subjects to place their capital and industry in constrained situations, where they can be supported only by unremitted effort. All the governments of Europe have shown a willingness to do the same, though they have had fewer opportunities. They have ever been rapacious of acquisitions at others' expense, and if they can but gain golden apples they are willing to expend double their value in feeding the dragon that guards them. Our own country will perhaps catch the same spirit in time, but hitherto we have been at so much trouble to keep or obtain what we have been entitled to, that the possessions of others have not much excited the cupidity of the nation, except as they might be subjects of fair bargain and sale. Nor have we as yet learned to intrigue for or desire exclusive privileges of commerce, having been satisfied with what we could obtain in a fair competition, by our natural advantages, or by the superior skill or economy of our merchants and navigators. Experience will show this policy to be as wise as it is fair and simple. It invites only those kinds of industry and dispositions of capital that are most likely to be stable, because they are more frequently founded upon some real and permanent advantage. Accessions coming in this way, are not excrescences and weights; they become incorporated into the system, and form a part of the body and muscle of the nation. It has been by forsaking this policy, that nations have acquired a forced and excessive growth, which has only contributed to a hasty decay.

Our present subject may in the end be an illustration of these remarks. Suppose England should, by excluding us and the Dutch (we believe their flag is excluded) from the Black Sea, secure a vent for many more of its manufactures, and a channel for much of its capital and industry; and at the end of some few years the influence of Russia, or the caprice or dissolution of the Ottoman government, should let in these and all other competitors, and that they should be able to crowd the English out of the trade; would not the

merchants, mariners, manufacturers, and shipping it might have, mean time, produced and supported, be immediately thrown upon the public, an incumbrance and a new weight added to the national burthen? This might happen to be sure, in whatever way the trade should have been acquired; but if it were to pass away as the superiority, which had commanded it, gradually ceased, the process would be slow and other things would have time to adjust themselves to the change. But there is a great difference in this respect between a mature and a growing country. Perhaps England by employing all her advantages of situation and skill, her influence with foreign governments and her power on the ocean, cannot employ or at the best can but employ, the hands she already has, and throw off the immense mass of goods, the fabrication of which she cannot continue without a market, and cannot suspend without a kind of political paralysis. All the machinery of the government and that of the national industry may possibly have become so implicated and the action of the parts so intimately dependent on each other, that the least derangement of one has a sensible effect in disturbing the whole. Our civil and economical policy on the other hand is so immature and so imperfectly compacted, that the whole is but little affected by the derangement or tearing away of a part.

But we are apprehensive that our readers have been supposing us, all along, to attribute too much importance to the trade of the Black Sea, both as it respects Great Britain and this country. And we have no doubt that European policy has furnished many cases to which our remarks might be applied with more force and perhaps more pertinency than to the conduct of England in regard to this trade. We think however, that we have succeeded in what we had principally in view, namely, to explain the principles upon which our government should lend its assistance to trade in this instance. To give the substance of our opinions in a few words, it seems to us, that the government cannot be too vigilant in observing, or too active in removing all the obstacles to commercial industry and enterprize, arising from foreign regulations and restrictions, nor too scrupulous in avoiding to give commerce any factitious and extraordinary aid, or to draw it into channels in which it is not spontaneously disposed to flow. It is at present excluded from the Black Sea; its admission there would be attended with some, and might

be attended with very great advantages. This is a sufficient reason for continuing to take measures for its admission.

There are two ways in which our merchants might carry on trade at Odessa; the one under our own flag, the other under that of some foreign power. The having an ambassador received at Constantinople is the most probable way of gaining admittance of our flag, but it does not follow of course. The French had an ambassador at the Porte fourteen years at least, before their own flag was permitted to pass the straits, and Mr. Dearborn states that their trade began under the Russian and Austrian flags. Macpherson's *Annals of Commerce* contain a particular account of the rise of this trade, which was favoured by the governments of France and Russia, in compliance with the representation made to them on the subject, by a Mr. Antoine, who was among the first Frenchmen to engage in it. We do not find that any other than the Russian, English, Austrian, and Venetian ships have begun their commerce here under their own flags. The Poles also seem very early to have had a free trade in Turkey. Besides the three remaining flags out of these five, the French, Portuguese, Swedish, Sicilian, and Sardinian are, at present, as nearly as we can learn, the only ones permitted by the Porte. We have not been able to ascertain in what manner a vessel is protected by a foreign flag. By a treaty made between England and Turkey in 1675, it is stipulated that the English flag shall protect the vessels of Spain, Portugal, Holland, Florence, and Ancona. From the terms of this treaty, and from the general impression that some arrangement with the Porte is requisite to the admission of our vessels, we infer that a flag protects the vessels of other nations, only in pursuance of a stipulation to that effect with the Ottoman government.

There might be some objection to carrying on a trade under a foreign flag, on the score of national pride. This principle ought to be cherished and respected, and if the trade to the Black Sea were bought by sacrificing it in any degree, we should pay dearer than the English government did formerly for the Turkey trade, by giving their merchants £10,000 a year for its encouragement. Much of this commerce, however, has been under the protection of foreign flags for three or four centuries, and some of the most powerful nations of Europe have not scrupled to assist their subjects to conduct

it in this manner. Use seems to have given a construction to the practice, consistent with a just national pride and self-respect. We cannot perceive any better reasons for delicacy on this point, than in regard to the duties paid to the government of Denmark on entering the Baltic, which under the name of *light money* amount to a very heavy exaction from all foreign vessels. Still, all sentiment aside, it may be more easy, and more economical, to introduce our commerce by means of an embassy. But to form any decided opinion on the subject, requires information which we have not the means of obtaining.

In this age of brown paper and miniature editions, we rejoice in a book of so comely an aspect as Mr. Dearborn's, but the size and style of typography render it expensive, and will prevent it from passing into so many hands as a cheaper book would have done. The chart of the Black Sea is a useful appendage, and would have been more so, had it been printed on a paper not so liable to break in pieces by use.

Though we have not gone into a particular examination of the contents of these volumes, for reasons already mentioned, yet we have said enough, we think, to assist in drawing the attention of our readers to the general subject, and to remind them of the importance of making themselves acquainted with the work itself. It deserves the attention of those who have a regard for the public welfare, inasmuch as it treats of important commercial interests. It is filled with information, calculated to be useful to those engaged in foreign trade. We do not suppose this, or any other book, can be so useful, as a price current, in enabling a merchant to plan a voyage, or make up his mind in the choice of articles for a shipment. Still he cannot direct his inquiries with intelligence or combine various operations in one system, or discover new courses of profitable trade, without extensive previous information. This, it is true, he may acquire by conversation and experience, but if he adds reading to those sources, his knowledge will be more certain and more easily and cheaply gained, and his ingenuity and skill will have a wider field.

In some few places the work wants the simplicity of expression, and close connexion and dependence of the parts, and exact method, which mark the productions of a practised writer; but they are not such defects as deserve serious animadversion in a work like this, directed to a useful object,



and not proposed as a specimen of art. Mr. Dearborn is entitled to the thanks of the public, for presenting it with so much valuable information on a subject of general interest. His work as it required no inconsiderable labour, does him the greater credit, as he has compiled it in the intervals of the occupations of a laborious office, and has thus devoted to the public and to a well earned reputation, the time which most men, and that without reproach, bestow on ordinary amusement and relaxation.

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**ART. X.**—*Memoirs of the life and campaigns of the Hon. Nathaniel Greene, Major General in the army of the United States, and commander of the southern department, in the war of the revolution. By Charles Caldwell M. D. Professor of Natural History in the University of Pennsylvania. Philadelphia, published by Robert Desilver, 1819.*

A LIFE of General Greene has long been wanting; no work, we apprehend, could more excite the interest of the public, or meet with a readier sale among all classes of the community. We had been pleasing ourselves for some time with the hope that it was about to be furnished by a gentleman of South Carolina, every way fitted to the undertaking. Fearing, however, that there may have been some mistake in regard to this, we are quite sure that the curiosity of our readers will be excited, in respect to the work before us. Dr. Caldwell is a gentleman who does not appear before the literary public without experience. He before this has edited, we understand, many works relating to his own profession, and thereby no doubt acquired a good proficiency in the art of doing up a book off hand.

It is not very common, we know, to pay much regard to the preface of a book, it having long been considered like the compliments of the day, pretty much a thing of course, a sort of entering bow to the public, and in no wise binding upon the author. But the preface to the work before us differs so much from the generality of these productions, is so full of just remark, so modest, states so correctly what the reader is to look for in the work, and will assist us so much in explaining many things which come after, that we cannot well avoid